

IN THE CLAIMS

Please amend Claims 1-3, 5, 9 and 17-23 as shown below, in which deleted terms are indicated with strikethrough and/or added terms are indicated with underscoring

Claim 1 (currently amended). An air bag in a folded state housed in an instrument panel, the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:

[[an]] a single opening portion at one end thereof into which a gas generated by the inflator flows;

a gas flow path portion extending continuously from the opening portion; and

an occupant restraint portion at an opposite closed end thereof, the occupant restraint portion having a single continuous open space therein when inflated with the gas, being spaced from the opening portion and extending continuously from the gas flow path portion,

the gas flow path portion comprising a narrow throated gas passageway between the opening portion and the occupant restraint portion,

whereby the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

the gas flow path portion including at least one flow-constricting penetrating portion disposed adjacent to said opening portion, [[and]] which constricts and regulates the gas flowing into the air bag, and a size of said at least one penetrating portion being selected as to achieve an appropriate flow rate of the gas from the inflator into the air bag based on size of the air bag.

Claim 2 (Currently amended). The air bag according to Claim 1, wherein the penetrating portion divides said gas flow path portion into two or more flow paths ~~for flowing~~ through which the gas flows from the opening portion to the occupant restraint portion through

~~the gas flow path portion.~~

Claim 3 (currently amended). An air bag in a folded state housed in an instrument panel, the air bag inflating by an inflator when a vehicle is crashed, the air bag comprising:

[[an]] a single opening portion at one end thereof into which a gas generated by the inflator flows;

a gas flow path portion extending continuously from the opening portion; and

an occupant restraint portion at an opposite closed end of the air bag, the occupant restraint portion having a single continuous open space therein when inflated with the gas and being spaced extending continuously from the opening gas flow path portion,

the gas flow path portion comprising a narrow throated gas passageway between the opening portion and the occupant restraint portion.

whereby the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

at least one flow-constricting joint portion, disposed adjacent to the opening portion, ~~is~~ located within the air bag, the joint portion dividing the gas flow path portion into two or more paths ~~for flowing and regulating~~ through which the gas flows from the opening portion to the occupant restraint portion ~~through~~ via the throated gas passageway of the gas flow path portion, [[and]] said at least one joint portion [[is]] being located only in the gas flow path portion, and a size of said at least one joint portion being selected as to achieve an appropriate flow rate of the gas from the inflator into the air bag based on size of the air bag.

Claim 4 (canceled).

Claim 5 (currently amended) The air bag according to Claim 3, wherein the joint portion is formed by partially sewing [[parts]] uppermost and lowermost exterior panels of the gas flow path portion together such that the opposed sides of the airbag are contiguous and confronting along a sewn seam.

Claim 6 (original). The air bag according to Claim 1, including a plurality of said penetrating portions.

Claim 7 (original). The air bag according to Claim 1, wherein said penetrating portion reduces an opening area of said gas flow path portion.

Claim 8 (original). The air bag according to Claim 6, wherein said penetrating portions reduce an opening area of said gas flow path portion.

Claim 9 (Currently amended). The air bag according to Claim 6, wherein the penetrating portions divide said gas flow path portion into multiple flow paths ~~for flowing~~ through which the gas flows from the opening portion to the occupant restraint portion ~~through the gas flow path portion~~.

Claims 10-11 (canceled).

Claim 12 (original). The air bag according to Claim 3, including a plurality of said joint portions.

Claim 13 (original). The air bag according to Claim 3, wherein said joint portion

reduces an opening area of said gas flow path portion.

Claim 14 (original). The air bag according to Claim 12, wherein said joint portions reduce an opening area of said gas flow path portion.

Claim 15 (original). The air bag according to Claim 12, wherein the joint portions divide said gas flow path portion into multiple flow paths for flowing the gas from the opening portion to the occupant restraint portion through the gas flow path portion.

Claim 16 (previously presented). The air bag according to Claim 1, wherein the penetrating portion is sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented.

Claim 17 (currently amended). An air bag in a folded state housed in an instrument panel, the air bag inflatable by an inflator when a vehicle is crashed, the air bag comprising:

[[an]] a single opening portion at one end thereof into which a gas generated by the inflator flows;

a gas flow path portion ~~attached to~~ extending continuously from the opening portion;
and-

an occupant restraint portion at an opposite closed end of the air bag, the occupant restraint portion having a single continuous open space therein when inflated with the gas and attached to extending continuously from the gas flow path portion,

the gas flow path portion comprising an elongate gas passageway between the opening portion and the occupant restraint portion which is narrow relative to the occupant restraint

portion,

whereby the gas flows from the opening portion to the occupant restraint portion through the gas flow path portion, and

the air bag including at least one flow-constricting penetrating portion, disposed adjacent to the opening portion, extending therethrough, said penetrating portion being sealed in a manner such that fluid communication between the inside of said air bag and ambient air outside the bag via the penetrating portion is substantially prevented, ~~[[and]]~~ said at least one penetrating portion is located only in the gas flow path portion, and a size of said at least one penetrating portion being selected as to achieve an appropriate flow rate of the gas from the inflator into the air bag based on size of the air bag.

Claim 18 (Currently amended). The air bag according to Claim 17, wherein the penetrating portion extends through said gas flow path portion of said air bag so as to reduce the volume thereof and ~~restricts~~ adjust the volume of rate at which the gas ~~[[that]]~~ can flow therethrough.

Claim 19 (Currently amended). The air bag according to Claim 3, wherein the joint portion directly connects uppermost and lowermost exterior surfaces of the air bag and reduces ~~[[a]]~~ an inflatable volume of said air bag.

Claim 20 (Currently amended). The air bag according to Claim 3, wherein the joint portion directly connects opposing uppermost and lowermost exterior surfaces of the gas flow path portion of said air bag, whereby ~~[[the]]~~ an area opening of the gas flow path portion is reduced.

Claim 21 (Currently amended). The air bag according to Claim 1, wherein said gas flow path portion of said air bag is a portion which extends only above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.

Claim 22 (Currently amended). The air bag according to claim 3, wherein said joint portion directly joins opposing uppermost and lowermost exterior surfaces of said air bag together, thereby reducing an inflatable volume of the gas flow path portion.

Claim 23 (Currently amended). The air bag according to Claim 17, wherein said gas flow path portion of said air bag is a portion which extends only above an upper surface of the instrument panel to substantially cover the upper surface when the air bag is inflated.